Near Westside Neighborhoods and University Avenue Transportation Study

SurveyMonkey

1. Based on the map provided, please indicate where you live:

	Response Percent	Response Count
I live outside these areas	1.3%	4
Area A - Village of Shorewood Hills	**35.3%**	**110**
Area B - University of Wisconsin-Madison Campus	0.6%	2
Area C - Greater Regent Neighborhood Area	33.3%	104
Area D - West Madison/Middleton	24.0%	75
Area E - Southwest Madison/Verona	2.9%	9
Area F - South Madison/Fitchburg	0.6%	2
Area G - Madison Isthmus	1.0%	3
Area H - East Madison/Monona	1.0%	3
	answered question	**312**
	skipped question	**0**

2. Based on the map provided, please indicate where you work:

	Response Percent	Response Count
I do not travel for work purposes	0.0%	0
I work outside of these areas	0.0%	0
Area A - Village of Shorewood Hills	0.0%	0
Area B - University of Wisconsin-Madison Campus	**100.0%**	**312**
Area C - Greater Regent Neighborhood Area	0.0%	0
Area D - West Madison/Middleton	0.0%	0
Area E - Southwest Madison/Verona	0.0%	0
Area F - South Madison/Fitchburg	0.0%	0
Area G - Madison Isthmus	0.0%	0
Area H - East Madison/Monona	0.0%	0
	answered question	**312**
	skipped question	**0**

3. How do you travel the University Avenue/ Campus Drive corridor?

	Daily	A few times per weeks	A few times per month	Rarely / never	Rating Count
Personal motor vehicle to/ from work	**30.8% (74)**	25.8% (62)	15.0% (36)	28.3% (68)	240
Personal motor vehicle errands/ other travel	20.0% (47)	**59.6% (140)**	17.0% (40)	3.4% (8)	235
Metro Transit or other shared ride	24.8% (55)	21.6% (48)	21.2% (47)	**32.4% (72)**	222
Bicycle	26.3% (65)	**32.8% (81)**	18.6% (46)	22.3% (55)	247
Pedestrian/ Wheelchair	17.3% (35)	23.8% (48)	21.3% (43)	**37.6% (76)**	202
				answered question	**312**
				skipped question	**0**

4. Please prioritize the MOTOR VEHICLE concerns associated with the University Avenue/ Campus Drive Corridor.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Too much congestion along the corridor during rush hours	20.8% (63)	20.5% (62)	**37.6% (114)**	15.2% (46)	5.9% (18)	2.65	303
Travel speeds are too fast	11.4% (34)	11.4% (34)	22.1% (66)	24.2% (72)	**30.9% (92)**	3.52	298
Difficulty crossing or making a left turn on to Univeristy Avenue from an unsignalized intersection	20.1% (61)	17.5% (53)	**32.3% (98)**	16.2% (49)	13.9% (42)	2.86	303
Difficulty turning left off of University Avenue to a side street or driveway	8.6% (26)	16.1% (49)	**31.3% (95)**	25.7% (78)	18.4% (56)	3.29	304
Congestion at major intersections (Midvale Boulevard, Shorewood Boulevard, University Bay Drive/ Farley Avenue, etc.)	16.6% (50)	27.2% (82)	**29.2% (88)**	18.3% (55)	8.6% (26)	2.75	301
					answered question		**312**
					skipped question		**0**

5. Please prioritize the NEIGHBORHOOD TRANSPORTATION concerns associated with the University Avenue/ Campus Drive Corridor and the neighborhoods north and south of it.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Difficulty crossing University Avenue/Campus Drive for bicycles and pedestrians.	**34.1% (101)**	20.9% (62)	22.3% (66)	14.5% (43)	8.1% (24)	2.42	296
Missing east-west bicycle and pedestrian connections (for example between University Bay Drive and Shorewood Blvd)	**38.1% (114)**	23.7% (71)	21.4% (64)	8.0% (24)	8.7% (26)	2.25	299
Missing north-south bicycle and pedestrian connections (for example between the Southwest Path and the Blackhawk/West Campus Path)	28.9% (85)	18.0% (53)	**29.3% (86)**	13.3% (39)	10.5% (31)	2.59	294
Use of neighborhood on-street parking by daily commuters	15.1% (44)	17.9% (52)	**27.1% (79)**	18.2% (53)	21.6% (63)	3.13	291
Use of neighborhood streets to bypass congested roads or intersections (cut-through traffic)	**30.1% (88)**	14.4% (42)	27.4% (80)	14.7% (43)	13.4% (39)	2.67	292
					answered question		**304**
					skipped question		**8**

6. If you drive University Avenue/ Campus Drive regularly, please check all that apply:

	Response Percent	Response Count
I avoid University Avenue during rush hour by not driving during that period.	33.1%	88
I avoid University Avenue during rush hour by using local neighborhood streets.	28.9%	77
I choose to travel by foot, bike, or bus to avoid University Avenue traffic during rush hour	**50.0%**	**133**
I do not (or can't) avoid University Avenue during rush hour.	36.1%	96
	answered question	**266**
	skipped question	**46**

7. Please indicate your opinion regarding improvements to mobility along the University Avenue/Campus Drive corridor.

		Response Percent	Response Count
Modifications are not needed along University Avenue.		11.1%	33
Small modifications are needed along University Avenue to address growing congestion, maintain mobility, and manage impacts on adjacent neighborhoods.		**65.3%**	**194**
Major modifications are needed along University Avenue to address growing congestion, improve mobility, and reduce or reverse impacts on adjacent neighborhoods.		23.6%	70
		answered question	**297**
		skipped question	**15**

8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Response Count
	130
answered question	**130**
skipped question	**182**

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

1	I'm really angry that it has taken the city so long to finally start doing something about this issue. Many near west side neighbors have been making a stink about this for years. Get it done so that it preserves the quality of life and the value of the near west side neighborhoods.	May 23, 2013 6:38 PM
2	The speed on Farley Ave. between University and Regent is still a major concern. Cars are using this as a through pass and constantly speed, especially during rush hour. The islands recently put in do not seem to slow traffic down, especially since there is also no vegetation planted on the island so that it could obstruct the view for drivers vision - encouraging them to slow down. It has been an unfinished, half-hearted attempt to silence the concerns of the neighborhood. NOTHING has changed - cars speed constantly. A speed board would be perhaps more effective. The islands have solved nothing.	May 23, 2013 4:53 PM
3	As a biker, i was hit by a car that ran a red light, university and hill drive. Everyday cars run red lights there and it is painful to watch.	May 7, 2013 11:12 AM
4	Modifications are needed in DISCOURAGING traffic and motor commuting through Univ Ave/ campus drive, not to facilitate it! Free parking for commuters should be made available on side streets 1-2 miles away from campus, e.g. west side around DOT, around Hilldale, Sheboygan, people could then take the bus downtown (have a cheaper commuter fare or card, or shuttle, between say Midvale and downtown). Currently, lots of univ people sneak in these parking lots and take advantage of the frequent buses on sheboygan or univ ave to go to work.	May 6, 2013 9:57 PM
5	I love the bike path. However, I would like the bike path to go straight rather than curve up into Doctors Park. I don't mind going past the Shorewood pool. There is a hill, danger of cars on Univ. Bay Dr.	Apr 30, 2013 7:26 AM
6	I do not like to drive. I live close enough to campus to walk or bus most of the time. That also means higher housing costs for less amentities, but it has been worth it. The new Univ. Ave. improvements have helped as far as traffic and being able to cross the street, but traffic has obviously increased a lot in the 29 years I've lived in the neighborhood. Illegal parking is definitely an issue as I live on a round circle-Birge Terrace.	Apr 18, 2013 12:21 PM
7	Connecting the multi-use path from Univ Bay Drive to Shorewood Blvd would be a much safer and used option for both peds and bikes than adding a skinny bike lane on Univ Av.	Apr 17, 2013 6:03 AM
8	The west ward bike path on University Avenue is not safe. It is an unbelievably bad and unsafe design - can't believe who came up with that. Bicyclists must ride between buses on the right and trucks on the left. This is the single most important issue.	Apr 15, 2013 8:06 PM
9	Reduced lanes on Old University Ave. a major source of congestion. Railroad crossings major safety concerns, and major source of congestion. Speed bumps ineffectual and annoying	Apr 14, 2013 6:17 PM
10	University & midvale intersection is dangerous for pedestrians, bikes, and cars.	Apr 12, 2013 5:50 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

11	I live in the garden house area of Shorewood and one of my main concern is the increase in traffic along Locust Dr. once the new apartment complex is completed. Right now, there is already issues between the bicycles (coming off the bike path) and the cars driving on Locust Dr. Most bikers and some drivers do not pay any attention to the STOP signs along the road and where the bike path connects to the road. Once an apartment complex is put up the traffic will dramatically increase causing additional problems in this area. My other main traffic concern is the way the university bike path crosses University Bay Dr.and continues past the congested pool area/neighborhood. The only exit off the bike path is into busy traffic along University Bay Dr. thus I think it would be better if there was a way go over or under University Bay Dr. or incorporate the bike/car traffic by the stop light in that insection. Also, it would great if there was a way to extend this bike path to connect with the bike path along Rose Rd. and Locust Rd. Maybe continue the bike path besides the railroad behind the shopping center so it will avoid the swimming pool area. Thanks for letting us express our views.	Apr 11, 2013 7:53 AM
12	University Avenue needs modern access management. Most driveways should be closed, access should be from side streets and rear if feasible. Intersections should be right-in, right-out with dedicated u-turns at signals for drivers wanting to head the opposite direction. Throughput on the roadway would be greatly enhanced by proper access management without a need for highway expansion. Pedestrians and bikers would be safer, too, because traffic flow would be more predictable. Rear end accident rates would drop considerably. Consideration should also be given to restricting University Avenue at Allen Boulevard. Let traffic backups caused by non-city residents occur outside the city, and pace access into the city. Finally, the city should consider issuing parking permits for on-street parking. Permits should be free for residents but should cost non-residents a fair sum per month to discourage commuting from distant communities into the city by car and parking in urban neighborhoods.	Apr 10, 2013 9:07 PM
13	Why is there a bicycle lane on both sides of University Avenue when there is a very nice, safe, paved bike path adjacent to the street? Bikers should avoid the street and use the bike path, it is especially dangerous for bikers on the bridge between Whitney Way and Segoe. (I am a biker myself)	Apr 10, 2013 11:02 AM
14	Traffic congestion is not a major problem along University. The biggest problem is the speed cars are driving and the lack of pedestrian and bicycle alternatives. We need better bike lanes along the corridor and better and safer pedestrian crossings with handicapped accessible lights.	Apr 10, 2013 10:23 AM
15	most major concern: Missing east-west bicycle connection between University Bay Drive and Shorewood Blvd	Apr 10, 2013 12:15 AM
16	Stronger law enforcement is needed because it can be dangerous for blind persons to cross University Avenue and feeder streets, even with a service dog.	Apr 9, 2013 6:41 PM
17	My biggest concern as a resident of Burbank Place (Shorewood Hills) is cut-through car traffic on Locust Drive to bypass the Midvale intersection (via the parking lot behind McDonalds and Laredo's on Univ. Ave.)	Apr 9, 2013 4:26 PM
18	What we really need is light-rail along the corridor. Also, I should say that I am	Apr 9, 2013 1:11 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	large unaffected by this because I take the bike path to work every day. It isn't a problem for me to access the bike path from Highland Ave (I live in the 2500 block of Kendall). But improving that access for other bikers from other parts of the corridor should be a major priority.	
19	Commuter express buses, e.g. from Greenway Station in Middleton to the UW Campus & downtown might reduce the number of cars on University Ave & Campus Drive.	Apr 9, 2013 9:44 AM
20	Everything is a compromise. The corridor is not too bad now, given the number of vehicles. I hope moderation will be used in making changes.	Apr 9, 2013 9:10 AM
21	If I'm not mistaken, wasn't this portion of University Ave. already under construction last year? If so, why weren't these concerns dealt with at that time? And, if not, WHY wasn't this portion dealt with at that time? Very frustrating.	Apr 9, 2013 8:26 AM
22	The flashing yellow turn left signals should have a green option.	Apr 8, 2013 11:59 AM
23	Over or under University Bay Drive bike trail crossing is needed for the safety of bikers and drivers.	Apr 8, 2013 9:55 AM
24	The lack of green arrows at capital ave makes the intersection unsafe for left turners. Occasional green arrows are needed at rush hour to improve safety. The city plan to use green arrows only when three cars are waiting sacrifices safety for expediency - this is shameful and unacceptable.	Apr 8, 2013 9:45 AM
25	Traffic needs to be restricted through the university, State St and Capital areas. Commuters ought to make better use of diversifying traffic choices, carpooling. I think this entire area would benefit significantly to improve bicycle safety and motorcycle safety. Also, where is there parking for motorcycles?	Apr 7, 2013 4:46 PM
26	I noticed yesterday that there is a significant east-west crack in the middle of University at Shorewood Blvd.	Apr 7, 2013 9:07 AM
27	My biggest concerns: Difficulty of crossing University Ave at Flambeau pedestrian crosswalks due to high speeds, aggressive driving, lack of signage. Dangerous bike/ped areas: missing bike path connection between University Bay and Marshall, dangerous and difficult bike path crossing of HIghland Ave at rush hour.	Apr 7, 2013 8:54 AM
28	I'd like to see additional bus service (longer hours) of transit between UWHC area and Regent & Hill Farms areas (specifc, Rte 11 does not run during day, requiring use of car for nonscheduled hours)	Apr 7, 2013 6:57 AM
29	A bike route is needed to connect from Marshall Court (west of La Brioche) to University Bay Drive. Safer bike crossing is needed at University Bay Drive (this is a dangerous crossing) and at Highland Ave. The rest of the bike route is excellent.	Apr 6, 2013 8:56 PM
30	Need more sidewalks along University Ave.	Apr 6, 2013 7:58 PM
31	Please, please, please make a full quality, safe and consistent bike corridor along the entire Shorewood Hills and into campus. It is now largely a hodge	Apr 6, 2013 7:05 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	podge.	
32	turning L onto U Ave is difficult when there's no intersection. I avoid this by travelling a side street until there is a light, which is very easy to do . it's not possible to put a light everywhere. it works fine this way. a short L arrow on Hill street woudl be useful bc ppl like to turn into Whole Foods	Apr 6, 2013 5:29 PM
33	It can be very difficult to cross University by foot/bike. Pedestrian right of way is not recognized by many drivers. Turns on to University Bay Drive from University can be difficult. The lights are timed well during the 7:00 - 8:30 hour, but then it seems the timing for turns is shortened shortly after. The street congestion on University Bay Drive leads to back-ups on University. Bus stops at the railroad tracks, pedestrian traffic and general congestion can lead to inability to make the turn while the green arrow is showing. Too many people rush through the intersection on the red light. There has been an increase in pedestrians in at this intersection. Focus should be placed in this region. Thanks	Apr 6, 2013 4:32 PM
34	Going westward, the traffic signal at the Ridge-University intersection does not turn green for those turning left onto Ridge-- this is a confusing and potentially dangerous situation. Despite the addition of lights, the intersection remains dangerous for pedestrians/bikes crossing University-- for example, cars regularly speed across even as the lights turn red. In general, cars are traveling at speeds too high for pedestrians to feel safe while crossing. This area needs a north-south walk-over for pedestrians, including children and elderly, to feel safe while crossing University Avenue, just like the one going across old University.	Apr 6, 2013 2:24 PM
35	I want a green left turn arrow from University to Capitol Ave. Many neighbors are unhappy and it is a danger to turn left. It is in essence a safety issue that the DOT chose not to deal with	Apr 6, 2013 5:25 AM
36	Congestion at peak times is bad enough that bus schedules are being delayed as much as 30 minutes some nights. Especially down Charter St into University. But as a regular biker, I feel the Regent St intersection with Monroe is more in need of reconfiguration so that a biker/pedestrian doesn't have to cross four different roads coming from the bike path to get to campus.	Apr 5, 2013 8:40 PM
37	Crossing university Bay Drive on the current bicycle route is inconvenient and dangerous. Automobiles are often courteous and will let you cross but the recent widening now forces bicyclists and pedestrians to cross an extra lane and I have witnessed many near accidents.	Apr 5, 2013 6:40 PM
38	I checked the "major" modifications box above, but not all modifications need to be major. Many small modifications, as a group, may represent major modifications. Stop signs/children-at-play signs on side streets...green arrow-only left turn lights...a few crossing guards... Altogether, these things are not cheap, but will increase safety for pedestrians/bicyclists while not slowing traffic excessively.	Apr 5, 2013 1:58 PM
39	Here's another serious problem you don't seem to have mentioned above: Sometimes I walk home from downtown/campus along University Ave. There's no sidewalk! So for a bunch of the trip I essentially have to walk on the train	Apr 5, 2013 1:06 PM

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	tracks or something like that, which is a huge pain and sometimes even dangerous. Am I supposed to walk on the bike path or something?	
40	For those who commute by bike, it is especially difficult to cross Old Middleton Road near EauClaire Ave to get on to the bike path. I would take my bike more often if that could be corrected.	Apr 5, 2013 10:36 AM
41	Traffic signals are not timed so one can safely cross University Ave. at may locations. (Midvale, Shorewood Blvd., UB Dr., Park St., etc.) Many more drivers are ignoring red lights and Ped/ bike signals. When driver is turning south from University Ave., on a red light, they are not stopping and checking that someone (Ped/Bike) is crossing into their lane. There are times of the day that it is difficult and dangerous to cross University ave.	Apr 5, 2013 8:48 AM
42	5. The use of side street parking for daily commuters is particularly bad on Harvey St behind Whole Foods.	Apr 5, 2013 8:34 AM
43	A month ago, I nearly struck a bicyclist who crossed Highland Avenue on the bike path, traveling west, while I was in my car, traveling south towards the Univ. Ave. westbound on-ramp. I was in the right lane and couldn't see him because a bus next to me, in the left lane, obscured my vision of the bike path. I started to move when the light turned green, but was able to brake in time. Can a traffic light for the bike path be installed?	Apr 5, 2013 8:15 AM
44	My concern? 1) Pedestrians & bicycles that do not cross at controlled intersections. 2) Drivers that stubbornly insist on making left turns at uncontrolled intersections.	Apr 5, 2013 7:05 AM
45	better coordination of traffic lights would address many problems during peak times.	Apr 5, 2013 6:31 AM
46	Cut through traffic is having a strong negative impact on my neighborhood. It is not safe for my children to bike or walk to school because of commuters treating Lake Mendota Dr like a highway. The cut-through commuters would not tolerate such speeds in their residential neighborhoods. We need to expand University Avenue so that it meets the needs of our growing city and limit access to local streets. I support having Lake Mendota Dr. dead-end for cars at Blackhawk Country Club and become an additional bicycle boulevard.	Apr 5, 2013 5:18 AM
47	Connecting the bike path near the VA to Shorewood Blvd should be a priority. The current route onto Marshall Ct. is problematic. With all the parking along the court, I as a bicyclist routinely get backed-into by cars pulling out of parking spots.	Apr 5, 2013 4:44 AM
48	The pedestrian crossing across University at Shorewood Blvd is very dangerous, especially for children. The left turn signal should be available always, not just when pedestrians are absent.	Apr 4, 2013 9:18 PM
49	University Bay Drive and Campus Dr corridor during rush hours are my major concern so I try to avoid these. Widening of these corridors might help or overpasses at Univ/Univ Bay or somehow traffic signal changes might help. A bike path across Univ Bay for east-west traffic is needed but this might need to	Apr 4, 2013 9:05 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	be overpass or tunnel.	
50	Keep up the good work. Appreciate the thoughtful multi-modal transit options available in Madison.	Apr 4, 2013 8:43 PM
51	Getting out of Shorewood via Univ Bay Drive to Univ Ave is slow because of the extra traffic as the hospital area has expanded. I was surprised that this was not anticipated when all the building there was planned.	Apr 4, 2013 8:34 PM
52	Seriously worried about impact on commuter bikers once the apartment building behind the Xmas trees is completed!!! (Immediately west of VA). That is the only way to bike from the West and it will be insane!!!	Apr 4, 2013 7:44 PM
53	Let's hasten to get the bike path finished!	Apr 4, 2013 7:43 PM
54	NO ROUNDABOUTS PLEASE but full pull-over areas for buses and turn lanes would be helpful.	Apr 4, 2013 7:41 PM
55	A continuous bike path is badly needed between University Bay Drive and Shorewood Blvd. Safety should be improved at the intersection between the bike path and Walnut Street. This crossing is very dangerous for bikers.	Apr 4, 2013 7:18 PM
56	Madison has a very short rush hour compared to other cities I've been in and, although it may grow in the future, at this point I don't think much is needed in the way of modifications	Apr 4, 2013 7:07 PM
57	Traffic is not too bad on the main University/Campus Drive given the volume of people moving. I am a firm believer that traffic within Shorewood should be kept at 25 - 20 MPH....I ALSO feel very STRONGLY that people on bikes should be given some rules of the road and ticketed/fined for not obeying them. They don't use lights, they don't give signals, they act like pedestrians when they feel like it and they act like cars when they feel like it. I am intimidated by the speed when I'm walking my dog and feel endangered at times by cyclists.	Apr 4, 2013 6:59 PM
58	Left turn arrows into Shorewood off of University Avenue are too short and/or sensor driven. They should always be available regardless of cars at turn and average 8 seconds seconds rather 5 or less.	Apr 4, 2013 6:23 PM
59	Cut-through traffic related to the UW campus and UW hospital and clinic destinations seems to be increasing in numbers and duration for morning and afternoon commuters. Many of the cut-through travelers seem to be in a hurry and disregard the 20 mph speed limit on neighborhood streets (as well as the 25 mph limit along Locust Drive). As I approach full-time retirement I notice more and more vehicular disregard for the safety of pedestrians and bicyclists along the commuter street routes. I've also noticed this disregard for pedestrians taken by commuting bicyclists along the shared bicycle/pedestrian path through the Post Farm Park and the contiguous path at the west terminus of Locust Drive. And for a final consideration, I'm concerned about the traffic conflicts created by the drive-through banking area on the north side of the Credit Union as well as the driveway openings to parking lots along Rose Place. Let's hope too, that some thoughtful and intelligent planning takes place related to any north side vehicular access to the new developments replacing the Walnut Grove	Apr 4, 2013 6:11 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
	(FLAD) and Payare Square sites.	
60	I avoid congestion on U-Ave daily using U-Ave after rush hour or travel U-ave after nine PM. I also use free bus service ;Bus 80 on campus daily and leave the car/bike in the garage. I also drive in Shorewood to avoid tailgating which is a major risk problem on all streets in Madison. Off lanes on U-Ave helps, timing street lights also helps. Go slow and live. Finally there should be more web cams to help drivers slow down. Start issuing digital speeding tickets on U-ave/Shorewood to make people slow down and protect our children & avoid accidents.What justification is there to go 30-MPH in Shorewood and 60-MPH on U-Ave? Put up digital read out signs and let the drivers know they are speeding.	Apr 4, 2013 5:32 PM
61	There are some great bike lanes / bike paths in some areas, but they lack continuity along University Avenue. It would be great to fix this issue.	Apr 4, 2013 3:49 PM
62	Improved timing of lights may help the issues significantly. The new light by U. Station seems completely irrational in it's operation and unnecessarily backs up traffic during busy time. Also, having a bus lane would reduce congestion - often the worst moments are when buses are stopping frequently to let people off, and then those people try to cross during very busy times when traffic has backed up.	Apr 4, 2013 3:38 PM
63	The infrastructure is fine, it's the aggressive driving that is a concern. Police enforcement during peak times may modify this behavior	Apr 4, 2013 3:33 PM
64	We need BRT or light rail in this corridor.	Apr 4, 2013 3:30 PM
65	completion of east-west and south-north bike paths would help safety of cyclists	Apr 4, 2013 3:06 PM
66	A major problem has been the growth of businesses along the corridor that then require stop lights and wider intersections to allow traffic to enter or leave the corridor. The wider intersections and lights just make things worse, encouraging further strip development AND cut through traffic that can make use of the improved access to the corridor. Keep access to the corridor very limited. this should reduce cut-through traffic in neighborhoods and make it more attractive for traffic to take the main corridor.	Apr 4, 2013 2:59 PM
67	It would be nice if the bike path that starts at Linden Dr on Campus by the Vet school was continuous all the way to the end of the path at Old Middleton Rd. As it is now you have to do a bit of maneuvering to connect from one to the other. The Shorewood Hills swimming pool path is ok but very small. Transitioning from the Campus Drive path to marshall Court to get onto the swimming pool path is can be tricky going either way in heavy traffic. I also hate hate (two hates added for emphasis) the intersection of the Campus drive path and Highland Ave. There is no indication when you have a right of way, which I think in actuality you never do. Something needs to be done about that spot. One other path I use and like is the connection from Highland Ave at Parking lot 66 to University Bay drive but it is in a sorry state and needs some work. It would be great if it was stripped and also had room on the side so walkers and others would be out of the way of cyclists.	Apr 4, 2013 2:48 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

68	I NEVER use corridor during rush hour and cannot comment on those needs. Off rush hour it is not too back and new left turns are great!	Apr 4, 2013 2:43 PM
69	About bicycle access on University: the path that a bike takes when they are going west on University and want to get to Old University requires crossing two lanes of fast-flowing, through motor traffic, moving in the same direction. I don't know if there is a good way to solve this. The western bike path that goes past the hospitals needs a better trail connection between University Bay and Marshall Ct, hopefully very close to the railroad ROW. It is pretty treacherous trying to bike Marshall Ct. with all the parking and moving cars about.	Apr 4, 2013 2:32 PM
70	Improve public transportation	Apr 4, 2013 2:30 PM
71	We've made good progress in sidewalks around the school and on Columbia and Oxford, but there are still school routes without them. Also, Columbia's sidewalk doesn't connect with U. Bay. Thanks for asking us.	Apr 4, 2013 2:27 PM
72	Few options to traffic volumn - speed limit should be reduced from VA Hospital exit to Allen Blvd.	Apr 4, 2013 2:22 PM
73	Don't by driven by NIMBY attitudes. Every car that get's directed away from somebody's street is going to end up on somebody else's street. Point two: if you make bigger roads, you'll get more cars, not less congestion. We know this from experience.	Apr 4, 2013 2:12 PM
74	An underpass for bicycles at the intersection of Monroe and Regent would make sense.	Apr 4, 2013 2:10 PM
75	I am routinely surprised at how well auto traffic moves on University Avenue during rush hour traffic, and (now that construction is done!) I do not try to avoid it. As a driver, I find the most difficult issue is around campus, given the number of pedestrians in that area. As a pedestrian, I find the area to be quite pedestrian friendly. I have the most difficulties as a biker, specifically when turning left.	Apr 4, 2013 2:05 PM
76	We desperately need a means to slow or halt commuter traffic through the village (mainly Oxford Rd). Perhaps make Oxford one way (against commuters)? They regularly ignore traffic rules (especially speed). I live on Oxford/4 corners and watch them each day. Also, a bicycle path that avoids the pool (along RR tracks?) and that connects from the pool to the U Bay Drive/VA Hospital bike path is needed. Walking or biking down Marshall Ct can be suicidal.Also, an isolated bike path west paralleling Locust Dr and connecting to other bike paths west is needed. Thanks for the opportunity to make our comments heard.	Apr 4, 2013 2:03 PM
77	Everything is compared to what? Compared to Milwaukee/Chicago driving U. Ave. presents minor challenges. Possibly increased law enforcement would be a good first place to start. Also, a part of the rush hour congestion is due to several buses operating in tandem, at several places along the Avenue. Thorough training of the bus drivers about not contributing to congestion might be a good use of resources. Possibly the bus schedules could be studied by a traffic-control-expert with an eye to stopping bumper to bumper buses.	Apr 4, 2013 2:02 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

78	The bike corridor is almost complete. Shorewood Hills is moving in the right direction, but it needs to connect the great trail that extends to the East and West. More bikes, means less cars.	Apr 4, 2013 1:59 PM
79	This survey addresses many relevant concerns related to living in this neighborhood. I want to highlight that my primary concern is related to safely crossing University Ave, even at crosswalks with signals. I gave up crossing at non-signal crosswalks after about a year (this is impossible during heavy traffic times; cars do NOT stop for pedestrians) and spend extra time to walk to a signal - however, even there cars rarely if ever yield and I have been nearly hit many times at the crossing near Blackhawk and University Ave.	Apr 4, 2013 1:58 PM
80	I dislike how much traffic seems to cut through behind the UW credit union to access University ave E and W bound. Cars often drive too fast along that corridor and roll through the stop sign. There is a great deal of pedestrian and bike traffic as that is where the bike path joins the road and there are also a lot of children on my block of Burbank. There should be no through-way possible there to avoid the non-neighborhood traffic and keep it a dead end, particularly if/when the apartment building is built in that area.	Apr 4, 2013 1:53 PM
81	The walk light from University Bay Drive across University Ave. is extremely short--barely enough time for a pedestrian or bike to cross. There is also too much traffic coming up highland towards University Ave. so it is difficult for Shorewood residents to leave or enter Shorewood there (by the First University Society).	Apr 4, 2013 1:49 PM
82	My major concern is the use of Shorewood Village neighborhood street to avoid congestion on University Avenue. This is a major problem for people--like me--who live on Lake Mendota Dr. Speed bumps on Lake Mendota Dr. seem appropriate and economic to me.	Apr 4, 2013 1:45 PM
83	It is sometimes difficult to turn right from Campus Drive onto University Bay.	Apr 4, 2013 1:44 PM
84	I would ride my bike more often if there was a bike path along the major commuter route of County M and Allen Boulevard in Middleton.	Apr 4, 2013 1:43 PM
85	I live in Edgehill drive, which already has traffic from Eagle heights. The traffic has increased and cars are speeding up in a continuous basis. It is a danger for kids! We need to either put bumps or something else to slow down the traffic!! Plus we are paying for the traffic that comes from Madison, not from the Village.	Apr 4, 2013 1:39 PM
86	speed of traffic in proximity of walkers, bikers, bus takers and children. Seems high risk.	Apr 4, 2013 1:39 PM
87	Need to work to keep traffic ON University Ave and out of adjacent neighborhoods--the bus side lanes have helped tremendously (please put some on east bound roads) as have the left turn lanes. UW has grown to big for the surrounding roads--they need to be responsible for part of the solution..	Apr 4, 2013 1:39 PM
88	A continuous bike path, whether just in signage or in routing, would make the corridor easier to travel than the piecemeal setup that exists today.	Apr 4, 2013 1:38 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

89	A perfect corridor for a light rail system. Need safe crossings for peds and bikes. Traveling south across Univ Ave onto Midvale, light is not long enough for a bike to get through.	Apr 4, 2013 1:23 PM
90	BIKE LANES!!!	Apr 4, 2013 1:10 PM
91	prioritize pedestrian/bicycle safety	Apr 4, 2013 1:06 PM
92	1. There must be a better way for bikes between Shorewood Hills & the Campus Dr path. 2. Dangerous crossing for bikes at Highland/Campus Dr path 3. Poor condition of Campus Dr path near WVDL	Apr 4, 2013 11:50 AM
93	Questions 6 and 7 aren't well worded. On 6, I drive it in rush hour just like any other time. It's not that big a deal. On 7, we don't need modifications to move more cars, but we do need to improve safety for for those trying to get through the area on foot or bike.	Apr 4, 2013 11:43 AM
94	Concentration should be on improving paths for bicycles with encouragement for others to get out of their cars	Apr 4, 2013 11:20 AM
95	The major issues to me are improving alternatives to driving alone during peak times. Trying to reduce congestion is a losing battle. Just give people better choices to walk/bike/bus safer and faster, and let people that chose to drive deal with their choices. Take away a lane of through traffic and give it to BRT. Reduce speed on Univ Ave west of Farley. 35 is too fast.	Apr 4, 2013 11:19 AM
96	First, the repaving done the last two years is wonderful and badly needed. Second, it would be great if the students actually waiting to cross the street with the cross lights vs. darting across all the time, when they shouldn't!!! My biggest issue is that.	Apr 4, 2013 10:31 AM
97	As development increases the traffic in/out from Old Sauk Road will continue to increase. It is not cost effective to modify except for bikes and pads.	Apr 4, 2013 8:26 AM
98	The Midvale intersection is the worst part. Long waits in every direction; that stretch is made worse by too many people constantly lane jumping.	Apr 4, 2013 8:26 AM
99	I live in Midvale Heights. North-South bus route to UW Hospital campus. I have access to free bus rides, but would have to back track to West Transfer Point to get bus to University Ave or U Bay Drive. So I bike half the year, drive in the winter.	Apr 4, 2013 7:25 AM
100	Four-lane (2-lanes each way) was great! Kept traffic moving a lot better. Lane shifting is nuts! Eliminate the zig-zagging from inside to outside lanes, etc.-- and narrow the bike lanes to about 1/4 or the width it now is on campus drive-- very confusing -- people don't know if they should be driving in that lane at all, so all get into the one-traffic lane and it takes forever to get down to Breese Terrace area, or heading back out to Campus Drive/Univ Ave.	Apr 4, 2013 6:40 AM
101	Surface has to be improved on Lake Mendota Dr. block 5000 Merrill Springs Rd (intersction with Risser)	Apr 3, 2013 10:39 PM
102	Off street bike paths, especially the missing part identified in the survey	Apr 3, 2013 8:41 PM

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	(question 5), would be most important to me. Thank you for asking.	
103	My wife and I also bike in along Lake Mendota Drive, when weather permits.	Apr 3, 2013 8:10 PM
104	Crossing University to west campus from Randall, Breese as cyclist or pedestrian is unsafe. There are many people getting off of the bus at these stops as well. The bus stops and pedestrian crossing at University to Union South and WID at Randall is EXTREMELY poorly designed. There should be a bus stop there at Randall, and it was taken out when WID was built. This doesn't make sense - Union South was supposed to be multi-modal.	Apr 3, 2013 7:30 PM
105	On a bike, there needs to be a way to cross University Bay Drive (from/to Shorewood going east/west) on the bike paths. There is too much traffic there to cross safely. There needs to be more over-2-hour street parking for people who have to drive. Turning left from Hill St. on to Univ. Ave. is quite dicey.	Apr 3, 2013 7:12 PM
106	1. Major danger to bicyclists crossing Highland Ave on Campus Drive bike path 2. Inexplicable lack of connecting bike path between Shorewood Hills & Ubay Dr (there seems to be plenty of railroad ROW)	Apr 3, 2013 6:58 PM
107	Buses stopping along University Avenue are a major source of traffic back up and driver frustration during the morning rush hour (going in bound). There is nowhere for the buses to pull off to avoid blocking traffic.	Apr 3, 2013 6:53 PM
108	Please improve bike path/ reduce its presence on Old MIddleton Road, cut over to new Digestive Center and then get it into Shorewood ASAP This would offer a much safer way than trying to bike on Old Middleton Road. I refuse to use Old Middleton Road although I would like to be able to connect to lake short bike path. Similarly, iIt is not possible to walk on a sidewalk along Old Middleton Road to Copps or Whole Foods or the Square without constant switchbacks and taking weird turns. The grass/ground at the old DOR building/Pyare Square is a nightmare. I have friends who moved from Madison because they could not walk from westside to Downtown.	Apr 3, 2013 6:50 PM
109	bus transfers should be available at university ave and major north south streets	Apr 3, 2013 6:48 PM
110	For the past 10 years I have thought the Campus Drive path from UW campus going West is a PERFECT area to use ART to make this a more enjoyable route. It is an open stretch. It could have beautiful, colorful flags up above; use of GREEN concrete, environmentally friendly colors. It could be a showcase of art and creativity to make drivers feel more patient with traffic and enjoy their trek. It is a stark stretch otherwise. Perfect way to involve community ideas for artistic expression, and beautify our city!	Apr 3, 2013 6:14 PM
111	Time the traffic signals to the current speed limit. I.e if you go the speed limit you should never get a red light as on Johnson/Gorham. Time for W-E before noon and E-W after noon	Apr 3, 2013 5:54 PM
112	I'm not typical, since I am retired from the University and don't go down there every day and not at all during some seasons of the year.	Apr 3, 2013 5:48 PM
113	Nothing needs to be done. Don't waste the resources.	Apr 3, 2013 5:46 PM

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114	Just completed work west of Segoe made University Ave worse, not better. It makes sense not to allow left turns from small streets such as Baker Ave. onto University Ave., but the new U-turn is a hazard as well as an annoyance. The size of the traffic gap needed to make the U-turn is much larger than the gap needed for a simple left. Also, the timing of the signals on University Ave. is poor, so that drivers frequently get reds at every intersection. A minor adjustment would be capable of fixing this.	Apr 3, 2013 4:52 PM
115	Some manholes are quite recessed causing jarring bumps that some traffic somewhat dangerously try to avoid. This is especially noticeable in westbound far right lane in front of UW Credit Union.	Apr 3, 2013 4:42 PM
116	All bike traffic should use provided bike paths and not ride on University Ave. It's hazardous to both biker and car when bikes ride where no path is provided.	Apr 3, 2013 3:56 PM
117	Thank you for gathering data and ideas!	Apr 3, 2013 11:05 AM
118	Pedestrian and bicyclist safety is by far my most high priority concern.	Apr 3, 2013 8:59 AM
119	I cross Old University to get to the hospital/Pharmacy School at least a couple of times a week. Crossing during rush hour is hazardous, as motorists are eager to get home and less courteous. This is even at stop lights with walk signals (ie. Walnut St coming from the Observatory). Perhaps changing the light so pedestrians can cross before motor vehicle traffic is able to turn left from Walnut onto University would alleviate some of the hazard. I hate to suggest a foot bridge, as it might be ugly, but it would help in between lights when cars can accelerate and have no reason to stop. Stop signs periodically through University would be good during rush hour, but a pain the rest of the time when there is little traffic.	Apr 2, 2013 10:05 PM
120	I am not sure wether they are doing so to avoid the university ave corridor, but people travel Edgewood and Allen at high speed during rush hour times.	Apr 2, 2013 8:03 PM
121	Traffic through neighborhood streets is often at high speeds, especially on our street, Chamberlain Ave	Apr 2, 2013 6:36 PM
122	Madison Metro needs to be involved in the transit planning. It is also hoped that planners help make this a walkable/bikeable/mass-transit neighborhood and provide mass transit routes within the neighborhood, not just to-from downtown.	Apr 2, 2013 5:52 PM
123	Running red lights and otherwise failing to yield (to other cars, bikes, peds) is a major problem at all of these intersections. Also, Shorewood Hills fails to maintain good signage for SB University Bay traffic turning left onto Campus Dr (perpetually faded street paint only, no overhead sign). Confusion reigns.	Apr 2, 2013 12:41 PM
124	I'd like to see the aesthetics of the University Ave from Campus Dr. to Midvale improved: more trees, vegetation. Anything to improve bike access and commuting is much appreciated.	Apr 2, 2013 10:56 AM
125	It's hard to avoid University Ave. Trying to cross lanes from a side street is difficult. I typically use Highland to avoid this issue.	Apr 2, 2013 10:37 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

126	Apartments should provide parking for residents and not allow apt dwellers to get street parking stickers	Apr 2, 2013 7:14 AM
127	Pedestrian overpass at University Bay drive seems appropriate to remove dangerous ped crossing	Apr 2, 2013 7:05 AM
128	Please explore possibilities for commuter rail and improved bike connections through Shorewood and from UW hospital to the SW path.	Apr 2, 2013 7:03 AM
129	We chose to live near a vibrant university where I also happen to work. I never planned to bike, too much traffic, because I recognized that it's unrealistic to expect there to be little to no traffic associated with a university and a major route through town. Likewise workers driving through the neighborhood is to be expected, given our location. the neighborhood comes out as smug & pretentious.	Apr 2, 2013 6:59 AM
130	I don't know how to reduce the number of cars on U-Ave. Perhaps it is time to resurrect the light rain proposal,	Apr 2, 2013 6:01 AM